

CLAIMS

1. Auto body skin part made of a sheet metal having a thickness of between 0.8 and 1.2 mm, with the following composition (% by weight):
Si: 0.7-1.3, Fe < 0.5, Cu: 0.5-1.1, Mn: 0.4-1.0, Mg: 0.6-1.2, Zn < 0.7, Cr < 0.25, Zr+Ti < 0.20, other elements < 0.05 each and < 0.15 total, remainder aluminium,
5 having, after solution treatment, quenching and age-hardening for three weeks at room temperature, a yield strength $R_{0.2}$ of less than 170 MPa, and preferably 160 MPa.
2. Part according to claim 1, characterised in that its high temperature yield strength at the beginning of the paint baking heat treatment (after the temperature
10 rise) is greater than 160 MPa.
3. Part according to claim 1, characterised in that its high temperature yield strength at the end of the paint baking heat treatment is greater than 200 MPa.
4. Part according to one of claims 1 to 3, characterised in that its low temperature yield strength after paint baking is greater than 220 MPa.
- 15 5. Part according to one of claims 1 to 4, characterised in that the alloy contains 0.7 to 1% Si.
6. Part according to one of claims 1 to 5, characterised in that the alloy contains 0.8 to 1.1% Cu.
7. Part according to one of claims 1 to 6, characterised in that the alloy
20 contains 0.45 to 0.6% Mn.
8. Part according to one of claims 1 to 7, characterised in that the alloy contains 0.6 to 0.9% Mg.
9. Part according to one of claims 1 to 8, characterised in that the alloy contains 0.1 to 0.7% Zn.
- 25 10. Part according to claim 9, characterised in that the alloy contains 0.15 to 0.3% Zn.
11. Auto body part comprising at least one part made of steel and at least one skin part made of an aluminium alloy attached to the steel part before painting, characterised in that the aluminium part is made from a sheet treated by

solutionizing, quenching and age-hardening at room temperature, having the following composition:

Si: 0.7-1.3, Fe < 0.5, Cu: 0.5-1.1, Mn: 0.4-1.0, Mg: 0.6-1.2, Zn < 0.7, Cr < 0.25, Zr+Ti < 0.20, other elements < 0.05 each and < 0.15 total, remainder aluminium,.

5 12. Part according to one of claims 1 to 10, characterised in that it is a body roof.

 13. Auto body part according to claim 11, characterised in that the aluminium alloy part is a body roof.